MISSION FROM PERSIA.

A POLISHED AND EXPERIENCED DIPLOMAT WHO IS THE BEARER OF AN IMPERIAL MESSAGE AND

A DELEGATE TO THE POSTAL CONGRESS. Washington, May 15 .- There are many distinguished men in the International Postal Congress assembled at Washington. But the delegates from Persia, quite above their prominence in the Congress, have the distinction of being a special embassy sent to the United States by His Imperial Majesty Muzaffer-ed-Din, Shah of Persia, to announce his accession to the throne. It will be remembered that just a year ago Nassr-ed-Din, Shah of Persia, was assassinated. He ascended the throne when scarcely more than a boy, and enjoyed the remarkable reign of fifty years. All Persia was rejoicing over the event in a great jubilee, and at the height of the ceremonies, when the Shah was about to enter the mosque for the thanksgiving prayers, he was approached by a man with outstretched hand, as if in the act of petition. Believing it to be this, the Shah paused and kindly asked: "What is it, my son?" They were the last words of the monarch, as the next instant the report of a pistol rang out, and he fell back in the arms of his attendants, expiring in a few moments. The assassin was a religious fanatic, who believed it to be his duty to make a change of rulers for his country.

Some idea of the honor and importance attached to the special embassy from Persia may be had from the fact that it is fifty years since ambassadors extraordinary have gone out from Persia on a similar mission. When the late Shah ascended the throne he sent ambassadors extraordinary to the courts of Europe to announce the fact. And now his son, Persia's new ruler, includes the United States among the great nations to whom he in turn sends the formal announcement of his accession to the throne.

AN UNUSUAL CEREMONIAL

His Excellency Mirza Alinaght Khan, is the Ambassador Extraordinary appointed by the Shah to bear the imperial message to the President. On Monday he will be presented, with even more than the usual formal ceremony attending the presentation of a foreign ambassador to the President of the United States. The ceremony will take place in the Blue Room, where the Ambassador will deliver to the President the autograph letter of his sovereign, and make his own little speech, which he will deliver extemporaneously. The President's reply will also be without manuscript, though there will be printed translations in Persian and English of both addresses.

In the selection of Mirza Alinaghi Khan to be the bearer of the imperial message the Shah conferred an honor not only on Persia, but also on the United States. The Ambassador is an accomplished diplomatist of wide experience. having served his country in Russia, France, Egypt and Turkey. His present official position in the Shah's Government is next to the Prime Minister, the title of which is Musteshar-ul-Vezarch, or First Secretary of the Council of State, a position corresponding to our First Assistant Secretary of State. In Persia he is addressed by this official title, rather than Mirza Alinaghi Khan, though Mirza is a title in recognition of learning, similar to Doctor of Laws in English-speaking countries, and Khan is a title conferred by the Shah, similar in rank to that of Pacha in Turkey.

The Ambassador is about fifty years of age, but would readily pass for a man ten years younger. His firm, well-built figure is a trifle above the average height of his countrymen, and his strong, dark face, when in repose, is grave and serious. But when he smiles his fine eyes light up with something of a radiant expression, and he would at once be called a handsome man. A quiet dignity and courtly manner, together with an extremely pleasant, well-modulated voice, complete a personally that is decidedly attractive. Mirza Alinaghi Khan has had a distinguished career in the Persian diplomatic service, and with his splendid court uniform wears many jewelled orders conferred by his sovereign. But his modsimplicity of character were revealed to-day in a single sentence. When asked about himself he replied:

"I have served my country thirty-five years and have tried to do my duty."

GIFTED IN LANGUAGES.

Though the Ambassador does not speak English, he speaks four other languages. Persian, of course, is his mother tongue, and he speaks French with the fluency and grace of a Parisian, while he is equally at home in Arabic, Russian and Turkish. Indeed, it may be said that the Embassy is wonderfully gifted in the command of languages. The secretaries are highly educated, scholarly men. The first secretary, Mirza Mohammed-Ali Khan, speaks five languages, including English, learned in India, where he has spent much time in the Persian diplomatic service. The second secretary, Major Nevdon Bogajian, of the Persian Army, who is an Armenian, sreaks seven languages, and his English is as perfect and clear cut as that of the born and bred Englishman. He is widely travelled and has made a previous visit to the United States.

Contrary to the general impression, the appointment of the special Embassy by the Shah of Persia has no bearing directly or indirectly on the establishment of a permanent Legation of Persia at Washington. And the appointment of the Ambassador and secretaries as delegates to the Postal Congress was an after-thought on the part of the Shah which had nothing to do with the special mission, except in the opportunity offered to "kill two birds with one stone." The reason given by the Ambassador for not maintaining a Legation at Washington is that the business interests of Persia in this country are not sufficient to warrant the expense of a Legation, and the relations between the two governments are so friendly that there is no call for direct diplomatic intercourse. There is, however, still a lingering memory of the last representative of the Shah at Washington, who presented his credentials about ten years ago, and after a few months' service suddenly turned his back on the New World and sailed for home. It was an open secret at the time that Hadji Hassein Ghooly Khan, the Minister of Persia, regarded Americans as a "peculiar people," and, on the other hand, Americans thought the Persian diplomat a "peculiar man.

mat a "peculiar man."

When reference was made to the ex-Minister a little smile of amusement passed over the Ambassador's face, and he remarked that "the Minister was homesick, very homesick, and had to go home." Though too polite and diplomatic to comment on the eccentricities of his countryman, there was no concealment of the fact that the Persians themselves regarded him as a "peculiar man," and to this day in the official circles of Teheran he is chaffed and laughed at because he made himself ridiculous in the Diplomatic Corps at Washington. Hadji Hassein Ghooly Khan was a business man who became rich and then ambitious. Nothing short of diplomatic honors would satisfy his aspirations. He went to the Shah and begged the gift of a foreign mission, and the Shah appointed him Envoy Exsion, and the Shah appointed him Envoy Ex-traordinary and Minister Plenipotentiary to the United States. And this is the little story of the brief career in diplomacy of Hadji Hassein Ghooly Khan, who, when he left Washington, returned to private life.

POSTAL QUESTIONS TO BE SETTLED.

With the formal presentation of the imperial message of the Shah to the President the mission of the Embassy will have been accomplished. But the Ambassador and secretaries will remain some time longer, to complete their duties in the Postal Congress. Among the questions of interest to the postal service of Persia tions of interest to the postal service of Persia the most important is a modification of the rates of overland transit through intervening coun-tries. A proposition to modify the rates has already been accepted, and will be reported favorably for ratification by the congress. In the mean time the Ambassador hopes to see more

ny and every opportunity, with other delegates, f visiting the various cities. Mirza Alinaghi Khan is thoroughly progressive

of visiting the various cities.

Mirza Alinaghi Khan is thoroughly progressive and keenly observant, and if Persia does not profit by the visit of the Embassy to this country it will be no fault of his. Though having but one day in New-York after his arrival, then coming directly on to Washington, he is aiready greatly interested by the marvellous enterprise and progress of the United States. He is most impressed by American railroads and American newspapers, both of which he regards with astonishment and admiration. Persia is sadly lacking in railway facilities, and the press in that country is an extremely small power. But the Ambassador makes the assertion that the luxury of American railways and the enterprise of American newspapers far surpass anything of the kind in the world. The cable and electric street railways, in his opinion, are a wonderful system, and he marvels at the electric railway's rate of speed, which, he declares, is greater than that of steam railways in Russia—a statement emphasized by one of his secretaries, who added: "If the Russian delegates are frank they will admit the fact."

In the single feature of illustration alone

admit the fact."

In the single feature of illustration alone American journalism is a revelation to the Am-bassador, and he says his desire above all others bassador, and he says his desire above all others in sightseeing is to visit a great newspaper building in New-York. "Do you think it will be possible?" he asked, adding that he had had a glimpse of The Tribune Building, which was pointed out by his secretary, Major Bogajian, who remembered it from his former visit. On being assured that it would be not only possible, but would be a pleasure to receive a visit from

AUSTRALIAN TIMBER.

INEXHAUSTIBLE FORESTS THAT ARE BE-COMING OF GREAT VALUE.

THE GIANT KARRI TREE AND THE ADVANTAGES OF ITS WOOD-THE DEMAND FOR IT EXCEEDING THE SUPPLY.

Foremost among the natural products of Western Australia is timber, which is fast becoming a source of great wealth to the colony. It is estimated that the forests of karri and jarrah are practically inexhaustible, and J. Ednie Brown, the Conservator of Forests, fixes the marketable value of the timber ow matured in Western Australia, after a liberal deduction of one-third for waste in sawing, at the magnificent total of £124,000,000. In other words, the forest resources of Western Australia cover the present public indebtedness, as well as the sum of 17,000,000 about to be raised by the colony for public purposes, more than eleven times over. Practically, all this timber is located in the southwest division of the colony, and is in most cases comparatively close to ports of shipment. The karri tree is the giant tree of Western Australia. An average tree may be reckoned at two hundred feet in height and four feet in diameter at three to four feet from the ground, and about one hundred and twenty feet to one hundred and fifty feet to the first branch. Trees of this size, according to "The



HIS EXCELLENCY MIRZA ALINAGHI KHAN. Special Ambassador from the Shah of Persia. (Copyright applied for by G. Prince, Washington, D. C.)

the Embassy, he expressed his gratification and said he should look forward with greater interest to his return to New-York.

Mirza Alinaghi Khan is not an overcredulous man, but he has a sense of the ludicrous and appreciates a good story. On the voyage over he heard a good many stories about this country, some of which he was inclined to doubt as actual facts. As turtle soup and tall buildings are not in the nineteenth century progress of Persia, the Ambassador smiled incredulously when told to what extent they prevailed in the United States. And when Major Bogajian described the immense size of the American turtle, the Ambassador said gravely: "Impossible," When, however, they arrived in New-York and the Ambassador said gravely: "Impossible," When, however, they arrived in New-York and the Ambassador looked skyward at the eighteen, twenty and more story buildings, he turned to his secretary with a merry twinkle in his eye and said: and more story buildings, he turned to his server that with a merry twinkle in his eye and said: "I am now prepared to believe your turtle story." And he later added that only the evidence of his own senses would make him believe the half he has seen. Therefore, when he returns to Persia he will be prepared to believe in future. almost anything he may hear about the United

States.

Mirza Alinaghi Khan has a wife and two children, and he expresses regret that they could not have accompanied him. But the one month's time fixed for the visit of the Embassy made it inadvisable for his family to undertake so long a journey. A Persian, by law and custom, may have more than one wife, but, unlike the Turk, he is quite content with one, and the high-class Persian woman is able to hell her husband's affections and interests for herself alone.

WORLDLY MOTHERS DEFENDED.

THE PROTEST OF AN ENGLISHWOMAN AGAINST THE CUSTOMS OF "NATU-

RALIZED NEW-YORKERS."

The Countess of Desart in The National Review.

RALIZED NEW-YORKERS."

The Countess of Desart in The National Review.

But, while the mothers sit around the room on their solemn benches, watching the young people disporting themselves, how can they better employ their leisure than in discriminating and searching among the performers, sorting the sheep from the goats, the "partis" from the "detrimentals," making up their minds to encourage this one and to snub that other? That is what keeps them awake till the small hours of the morning and enables them patiently to bear up gaginst boredom and fatigue which are too often at the same time their share.

That is why I and others of my maligned class fight tooth and nail against the custom our naturalized New-Yorkers are trying so hard to accilmatize here—that of sending out our boys and girls together to amuse themselves without the much-abused selfless chaperon. New-York has not yet lived iong enough to evoive a leisured class, the parents are still so biasy looking after the material needs of their children that they can spare no time for the moral and intellectual ones. They send their girls away to school to be educated, and when they are "finished," as it is called, they haunch them, like their boys, upon the world to sink or swim. They have done their best for them and can do no more. But here it is different. Here the leisured classes have risen equally beyond the Continental and antique idea that the young can know nothing, and therefore anything so important as marriage must be settled by the elders without as marriage must be settled by the elders without as marriage must be settled by the elders without as marriage must be settled by the elders without as marriage must be settled by the elders without as marriage in which it must be left to the stronger and archemodern belief that marriage is a bargain in which it must be left to the stronger and archemodern belief that marriage is a bargain in which it mean that we think the longer they imagine that all men are good husbander in the province of the w

The chaperon learns the lesson daily taught he "A perfect mother trakes a perfect daughter."

"A perfect mother makes a perfect daughter."

To sum up: So long as comfort and culture, cleanliness of body and of mind, are purchasable commodities, so long as want of money means want of
all these, so long as we wish to keep our girls
light-hearted and simple-minded, just so long must
we tolerate and cling to our marriage market;
which enables the girls to enjoy themselves while
the matrons do the marketing, seeking the "true
matro" and finding the "match," as it is truly
called, which promises best to secure that which,
let the scoffers write what they like, lies nearest
our hearts—the happiness and prosperity of our
daughters.

PRACTICAL SHOW OF GRATITUDE.

From The Chicago Record. The good Britons at Shanghai, China, desiring to do something to commemorate the sixtleth anniversary of Queen Victoria's reign, and to show their gratitude for her long life and happiness, propose to erect a new jail.

especially road-making-for which last purpose it s now being extensively employed in London and

other cities-karri is invaluable. The various timber stations of Messra C. and E. Miller have their own lines of railway, and the industry is being developed in a very enterprising mandustry is being developed in a very enterprising manner. It is, however, still capable of considerable extension, and, no doubt, as the merits of the two principal hardwoods of the co.ony become known they will be very generally utilized. At the present time there are no less than 2,000 mer employed in connection with the various sawmills in Western Australia, and with their wives and families there are something like five thousand souls in the colony connected with or depending upon the number industry. It is estimated that the capital represented in the colony by the various sawmills, their railways, tramways, fettles, locomotive engines, trucks, wagons, live stock and buildings is not far short of 11,000,000.

KARRI AND JARRAH FOR PAVING.

With especial regard to the use of karri and jarrah for road-paving purposes, it is interesting With especial regard to the use of karri and Jarrah for road-paving purposes, it is interesting to learn that these colonial hardwoods are now largely superseding such materials as asphalt and softwood. Mr. C. Gibson Millar, one of the principal forest-owners in Western Australia, is now in London, and that gentleman has recently stated that it is quite impossible at the present time for his sawmills in Western Australia to keep pace with the current demands. His mills, which turn out something like forty thousand loads of karri, not to mention jarrah, per annum, are working day and night, and the machinery is being duplicated with the least possible delay. Meanwhile, orders are arriving for the timber from several of the London vestries, as well as from Paris, New-York and other parts of the world. The special qualities of karri and jarrah which recommend them for road-paving are their remarkable toughness and durability, and, in the opinion of authorities, they are much to be preferred to softwood or pine on sanitary grounds, being also non-absorbent. The prime cost of pine is not so great as that of karri or jarrah, but the life of the Australian timbers has been proved in more than one part of London to be three times that of softwood, whereas the actual first cost is only about do per cent more. But not only are karri and jarrah most useful timbers for street paving, experience goes to show that they are quite invaluable for railway construction and equipment. They are practically imperishable, and will neither rot in the ground nor yield to the ravages of the white ant and other destructive insects. Owing to these qualities, it is not necessary to creosote karri or jarrah sleepers, and the chairs for the rails do not require so broad a base as in the case of softwood sleepers. For bridge planking, shafts, spokes, felloes and large planking of any sort, general wagonwork and beams, there are few timbers which equal the Westralian karri and jarrah.

SOME TESTS OF THE WOOD.

Among the authorities who have reported with creat favor on the usefulness of karri are M. A. Petsche, Municipal Engineer of the city of Paris, and most of the leading engineers and surveyors and most of the leading engineers and surveyors of the London vestries. M. Petsche places it next to tesk and liem in the matters of density and durability, while for economy and ease in working he prefers it to either. Mr. Lasiett, late one of the Surveyors to the Admiralty, submitted karri to some very exhaustive tests and found that its crushing strain was greater than was that of either oak or Jarrah, which renders it especially suitable for the beds of heavy machinery. The surveyors of the Lambeth, Paddington and St. Pancras vestries are manifmous in their preference of the Australian hardwoods over any other material for street paving. Piccadilly Circus and a portion of Piccadilly were recently paved with Karri, and the whole of Regent-st, is shortly to be laid down with the same wood; and recently the borough engineer of Hastings reported on the timber in the most favorable terms, and recommended its adoption in that town wherever the traffic is at all heavy. Under the circumstances, then, it is reasonable to anticipate a considerable extension of the export of timber from Western Australia to this and other countries, and the Premier, Sir John Forrest, was justified in the opinion which he lately expressed, that the industry is one of great and growing importance to the colony.

ARAILWAY ON ICE.

A RAILWAY ON ICE.

From Answers.

It has been reserved for Russia to undertake what will probably rank as the monumental railway enterprise of the nineteenth century—this being the completion of a belt of rails around the world—at least, so far as terra firma is concerned. The Transsiberian Railway, which is now in course of construction, has reached as far as Krasnolarik, which is the exact centre of Asiatic Russia, and in four years' time it is expected that it will be completed to the Pacific Coast, and direct railway communication established between the most western point of Europe and the most eastern point of Asia. The most significant fact in connection with the Transsiberian Railway is From Answers.

MONSTER DREDGES AT WORK.

TEN TONS OF MUD SCOOPED FROM THE NORTH RIVER AT EVERY DIP.

The monster steam dredges now at work in the river on the West Side of the city are attracting much attention, and crowds of people watch them daily from the vacant lots near Horatio-st. The contractors, R. G. & J. S. Packard, have agreed to clear away 400,000 cubic yards of earth on the place where new piers are to be erected for the accommodation of large ocean steamers, and the dredges are being used by them to perform the work. The great machines are operated from floats and, although the monster booms and capacious scoops impress one with wonder, no true appre-ciation of the apparatus can be gained except by close inspection. The booms awing easily and without a hitch or halt, although they are 65 and 84 feet long, and the giant scoops seem to hang as lightly as a bucket to a well-sweep, although they weigh ten tons empty.

The scoops are of two patterns, the large one

being a "dipper." This is worked by a series of levers manipulated by a man who sits on the boom. The arm or boom sends the dipper down to the bottom and then it moves back slowly, scooping up matter from the bottom and chunks from the bunk, and when it rises above the surface the bucket contains a load of eight cubic yards or about ten tons. This mass is dropped into a waiting scow, where the smaller or "clam-shell" scoop also deposits its load of about four tons every few minutes. The scows hold about one thousand five hundred tons each, and carry their loads out to sea. In speaking of the machines Mr. Packard said that they were the largest of the kind in the country. "They must be strongly constructed," he said, "because their booms must carry as much as twenty tons at a time. One of those we use is 125 feet long, and twenty tons on the end of 125 feet requires strength."

The larger piece of machinery is operated by three engines, with cylinders having thirty inches dia neter and thirty-six inches stroke, and the other levers manipulated by a man who sits on the

that it will make possible a journey around the world in less than forty days, and thus Joles world in less than forty days, and thus Joles to the construction has been pushed on with an energy not usually associated with timent has gone slan-burnig in this work has been a surprise to everybody in the engineering world, but, like most Miscovite undertaking, the present termination, has suffered from bad management. The rails are miserably laid, and the road ballasted in a most preservious manufale. Russin hearts much of them the world is not worried. The pace, too, of the Siberian trains is wretched, the average send not exceeding twenty versts tubout. But what he Russian engineers have lacked in constructional skill they have compensated for by novel experiments. Everybody know the considerable depth in winter, but still nobody would considerable depth in winter but still nobody would considerable and winter and would be a still not be a still nobody would considerable and w It was about the year 1819 or 1820 that the notorious Bill Harke, who had been driven out of Missouri (Missouri was admitted in 1820) for lawlessness,
and who had lived for some years a vagrant, renegade life among the Sloux, gathered a band of white
and half-breed desperadoes and began to prey upon
the boats of the traders.

This gang of outlaws numbered, at different times,
from a dozen to eighteen or twenty of as villanoutlineats as were gathered upon our frontier.
Their headquarters, if they had any, were never discovered, but that they were harbored by the different tribes of the Sloux scattered along the river
seems evident. Armed to the teeth and supplied
with Indian cances, they pounced upon the up or
down going boat in the dead of night, when haif the
crew were wrapped in their blankets. If resistance
was made the nen were shot down mercilessly;
if not the crew were tied hand and foot, the boat resleved of its freight, and its men left to free themselves of their bonds as best they could. These
depredations occurred at different points along the
whole stretch of the river from the mouth of the
Platte to the Yellowstone. In these attacks the
robbers were invariably disguised as indians, painted and befeathered, and the identity of some of
them was never established. Several of them were
known, however, and among them the leader,
harke, or "Two Fingers," as the Sloux called him,
through the reports of Indians friendly at different
trading stations.

This gang of river pirates, or most of them, at
least, met a terrible and richly deserved fate at the
hands of a few trappers who, through the leadership and strategy of Sim Battis, blew them to
"Kingdom come," as Yankees have it.

SIM BATTIS, THE BOATMAN.

SIM BATTIS, THE BOATMAN.

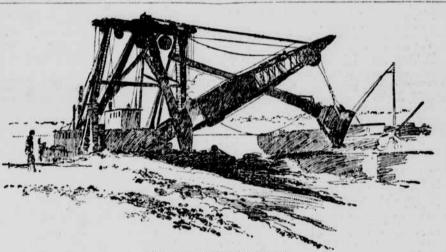
A company of trappers had built for their head-quarters, defence and storage of furs a block-bouse, with the usual safe barricades, at the mouth of the river Niobrara. This station they occupied when "Two Fingers" and his men infested the river. Twice in each season of open water their bateau descended the river with the annual catch of furs. The craft was manned by five or six of their num-ber who, with the exception of Simon Battis, an experienced young boatman and pilot, took turns in making the trip. Battis, reared on the extreme frontier, the son of a trader, trained to the river from the time he could handle an oar, was one of the safest and most wary boatmen of the Mis-souri.

the safest and most wary boatmen of the Missouri.

He usually made his runs through dangerous territory in the daytime, putting his boat into the cover of a secluded and easily defended rook upon some island selected in advance, where his men spent the night in alternate watch and tellef. He had never lost a bale of fur.

Up to the time of the incident here related, his goings and comings had apparently escaped the Uplook of Bill Harke's marauders. It was just a er the going out of the ice, and after a winter of successful trapping in the vicinity of the station, that one morning a white man and a number of Indians—Hunk-pa-pa Sioux—came to the blockhouse with furs, beaver and ofter, to exchange for ammunition and blankets.

Battis, with two or three of the men who were going down the river with him, was busy at the time overhauling, caulking and putting the bateau in repair. No suspicion would have been aroused against the trading party, perhaps, but while the Indians were batering with the blockhouse trader the white man sauntered down to the boat and hung around the workmen. He talked carclessly, giving information freely of himself and his com-



ONE OF THE DREDGES.

one has two 20x24 engines. It is expected that the work of excavating the 500,000 cubic yards will take about two hundred days.

Where the work is being done warehouses used to stand and much old metal pipe is washed into the water when the earth is broken away. Many of those who watch the dredging are interested in old pipe more than anything else, and when an extra splash is heard those in the vicinity know that some enterprising dealer in junk has taken a dip in search of metal. A visitor to the place was startled a few days ago by seeing a man fully dressed floundering in the water. He seemed to dressed floundering in the water. He seemed to be would like to go along if he did not have to go back to Bad Ritver to gather ponies to bring in his or no attention to him and laughed at the solicitous stranger, to whom they explained that he was a dredge on a small scale a pipe-hunter.

BLIND TOM'S LAST DAYS.

From Pennsylvania Grit.

BLIND TOM'S LAST DAYS.

From Pennsylvania Grit.

Of late years "Blind Tom," the once famous colored plano player, has dropped out of sight. But he is not dead, as many suppose, with his mother and guardian he lives in a comfortable cottage at the standard of the late of

A SPY DETECTED.

He then asked when the boat would start down the river, whether the "shift" would be mostly beliver, how many men would be at the oars; said he would like to go slong if he did not have to go back to Bad River to gather ponies to bring in his buffalo pelts, which the squaws were now tanning; said he would bring down in June the biggest and dinest lot of "Injun tans" ever carried by that boat Battis listened shrewdly to this talk, and when the man finally returned to the station and rode off up the river with the Indians told his fellows that the pretended trapper was one of Harke's men. He was so sure of the fact that a council was held among the men—there were a dozen or more—at the station, and he succeeded in convincing his comrades that his suspicions were correct. He then proposed a bold scheme, which he would undertake with the help of four of his fellows to carry out. This, too was agreed to.

There was an old flatboat lying in at the station—a scow concern—which had been used by the trappers in seasons of high water on the Niobrara. This boat was about the size of the bateau.

Battis and his men set to work, caulked and repaired it, and rigged it with the sail of the bateau—a single sheet of canvas used when the wind was favorable. Then, in the night, they ran the scow into the shelter of some willows, placed a barrel of gunpowder in the centre, covered and packed this with coarse gravel and rocks, then completed the freight with bales of bark covered with packs of buffalo pelis. When they had finished the boat's load presented the usual appearance, bales of fur, parks of blankets and provision for the journey, arranged so as to give sweep to the oar-handles and been used occasionally in splitting trees, were inserted in the barrel with ends projecting between the packs which covered and concealed the explosive and its packing of rock.

THE STRATAGEM.

In the mean time, as it was believed that splea were on the watch, the bateau was loaded in the regular way, and again in the night the positions of the two boats were exchanged and the flatboat moored in front of the station. At noon the next day, with Battis and four men aboard, and its light skiff at the stern, set out on its dangerous errand.

day, with Hattis and four men aboard, and its three-cornered sail set, the flatboat, trailing a light skiff at the stern, set out on its dangerous errand.

The water was high, the current swift, and, as the wind was fairly favorable, the boat made good progress, despite its clumps build. It was loaded nearly to the water's edge, and from the shore, piled as it was with the light and spurious bales, no eye could have detected the build of the craft.

By sundown the boat was many miles below the blockhouse, and now its crew, with Battis at the steering oar, keenly watched the wooded shores and the sweep of the river in front.

Battis believed the attack would come that night while passing the dense belt of timber which stretched for fifty miles or more along the south side of the river. Purposely, he ran the boat as close in along that bank as the waters of the current would permit. The men ate a supper of "doughboys"—hard, dry biscuits—and dried venison. The night wore on with all hands at the oars and eyes strained with watching. The mouth of the Jim River was passed, morning close at hand, the Big Sioux River and the Omaha towns not many miles in advance, and no sign of the pirates. The men at the oars, weary and sleepy, wanted to run the flatboat ashore, take a rest and go back. They expressed the belief that Harke and his men were a thousand miles away, not nearer than the Yellowsione at least, and finally, in disgust at the fruitless journey, shipped their oars and threw themselves upon their blankets spread upon the bales.

Battis alone stubbornly remained at his post, He held the sallrope in one hand and the steering oar in the other. The wind had gone down and the boat floated idly, drifting along the shore, almost within the shadows of the great elms and cottonwoods which threw into deep gloom every curve and point of the bank.

THE ATTACK

Keenly on the watch, while his comrades snored, Battis, at length, in approaching a point of timber, became aware of several dark objects lying out from shore upon the current, and dimly outlined against the dense shore line. Watching them in sharp ex-

citement and suspicion, these objects took shape and motion as he drew near.

Beyond doubt they were canoes, a half dozen or more, with men in them. They were less than a hundred yards distant when Hattis, as had been prearranged, yelled "Indians! Indians!"

His men jumped out of their blankets, electrified. "The pirates close at hand! Get into the boat quick!" hissed the young leader sharply.

Taen while the men scrambled to the rear, sprang into the skiff with their weapons and cut loose from the flatboat, amid an uproar of shots and yells from the coming canoes. Battis knel' hidden at the bottom of the flatboat. He uncovered the ends of the flow, scratched a match and lighted both under the cover of his cap. Then quickly covering the flazing ends by muffling them with a pack of wornout blankets, wetted hours before, he hastily crawled to the stern, keeping close down behind the piled-up bales, dropped into the water and swam up stream for dear life. The four men in the skiff, one of them with a bullet—a chance shot in the darkness—through his wrist, brought their boat to a stand dangerously near to the scene of action and watched eagerly for Battis. They saw the canoes—five of them—each containing three or four men, approach and swarm around the flatboat. Finding their prey abandoned, the robbers ceased firing, and most of them scrambled hastily aboard the larger craft, fastening their canoes alongside.

THE EXPLOSION.

The men in the skiff watched the receding group breathlessiy. Both pieces of fuse had been cut to burn about two minutes. The waiting seemed an age, though the flatboat and its miscreant crew were not a hundred and fifty yards distant, when the powder harrel blew and. Then a great sheet of flame burst up, and in the glare of it men and misslies were seen thrown up and outward. There was a heavy boom like the distant explosion of thunder—a splashing of water, sparks and tongues of fire from a burning and dismantled wreck, in the light of which several overturned canoes were seen, and in two or three of the nearest of them men climbing upon their upturned bottoms. Curses and yells were heard from wretchea struggling in the water.

Battis had been little more than able to hold his own against the current. Luckliy he had escaped from the falling stones and misslies, and now shouted to his men to row down and get him. He was soon picked up.

Fearing an ambush on shore, the survivors of the wreck were left to save themselves as they could, and the pluckly Battis and his crew pulled up the river two or three miles and landed on the opposite shore. They made a forced march out upon the prairie, hid in a ravine and slept the day out. They returned to the blockhouse by a circultous route, hiding in day time and pushing on at night. The trappers were satisfied that effective work had been done in punishing the "fur pirates," as they were called, and, in fact, no further attacks from this particular gang were ever heard of afterward. A friendly Indian told at one of the upper trading stations, that summer, that Chief Two Fingers and eight of his men had been killed and drowned in the blowing up of the boat, and the white men's "heap shooting boat" made them wary and cautious of approaching a flatboat or bateau for a long time.

PHOTOGRAPHERS BOTHERED BY DUST.

HOW IT AFFECTS THEIR PLATES AND WHAT THEY DO TO ESCAPE IT. Among the many evils which are attributed to

the all-pervading, never-to-be-escaped city dust, there is one which constitutes a griovance peculiar to photographers alone. It is the injury which the flying particles, sifting into the room through every possible aperture, cause to the delicate films and sensitive plates. All films are made of preparations of gelatine, and a large proportion of the glass plates now used are also coated with this substance, which, because of its soft, sticky nature, is particularly likely to attract every atom of dust small, leave their impress in the form of opaque spots upon the sensitive surface and seriously mar its perfection. To remove the damage, a great amount of retouching is necessary, which is not only laborious and tiresome but which cannot al-ways be satisfactorily accomplished if the dust is very thick. What is known as the "carbon process" in photography is probably more easily injured by dust than any other, because an extremely delicate film of gelatine is used. Chiefly on account of this drawback the carbon process is seldom employed in this country, although photographs are made which resemble the real carbon pictures so closely England, where the carbon process is more common, it has become customary for London photographers to send their developing work out of town to be done, in order to escape the dust and smoke

of the city, but this practice has not gained much

of the city, but this practice has not gained much ground here.

The photographers in this city, as a rule, perform all their operations in the same building in which their studios are situated, and, for the sake of thus keeping the developing process at home, they are obliged to be at great trouble in protecting it. Some of the methods employed for this purpose were mentioned to a Trioune reporter the other day by a well-known Broadway artist.

"In the first place." he said, "we not only keep our dark room itself, but the whole top floor in which it is situated, spotiessly clean. The floors are all olled until there is not a crack in their surface to harbor dust, and they are thoroughly work. All the tables, trays and everything we use are kept equally clean. The windows, instead of being in the side walls, where the wind would strike them and bear the cust in with it, are in the roof, and very little dust can come in that way. All cracks in the doors or around the window frames are stopped up, and we keep the dark room tightly closed as much of the time as possible. With these precautions, we manage to get along pretty well, but a certain quantity of dust seems

with these precautions, we manage to get along pretty well, but a certain quantity of dust seems bound to creep in, and it causes us a good many hour: of extra work in retouching.

Practically the same struggle against dust is the experience of every photographer in the city. One remedy which has been tried occasionally with success consists in filling the room in which the plates are kept with steam for a few moments each morning. This usually suffices to lay the dust for the entire dus entire day.

STORIES OF DRESS.

SOME EXTRAVAGANT PRINCESSES. From The Gentlewoman,

From The Gentlewoman,
You may remember what I said last week, Meadanes, about the extravagance in dress of women who have not had the command of money from their girlhood. To women born on the steps of thrones such extravagance comes, however, very natural, seeing that in reality it is not extravagance. They are exceptions in this as in other things, but a study of Leroy's account-book shows us that these princesses were, after all, his most produble estoomers.
For the moment all his nost produble estoomers.
For the moment all his nost produble estoomers, and the Duchess of Angouléme is capable of when she returns to Paris after the restoration of her uncle, Louis XVIII, and when, in virtue of her marriage with her cough, the son of the future Charles X, she was practically the prospective queen of France. We must bear in mind that she is the daughter of the life fated Marie Antoinctie, and that the actor had been by no means economical in her states had been by no means economical in her states had been by no means economical in her states had returned in France. The sea of Trianon con small forture years now and again refused "to go on without something on account."
For the present—i. e., at the beginning of the Empire—Josephine's greatest emulators in the matter of dress are nearly all foreigners, such as Catherine of Wurtemberg, afterward Queen of Westphalla, the wife of Jérôme; the Archduchess of Austria, the Archduchesses of Russla, and Patline, Catherine of the Archduchess of Russla, and Russla, and

passport. And Queen Catherine pays the bills with-out a murmur.

Not so two out of the three of Napoleon's sisters, These three must, however, be reserved for my next paper, for they become more interesting by comparison. All three practically dress to please themselves, and especially Pauline. Josephine, and after her Marie Louise, dress for others, as we shall find later on. Leroy prefers, as a rule, the former, unless the others for whom they dress are not their husbands.